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Brandies
are known and asked for
all over the World
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
408

The China Mail.

D. C. L.
Old Tom Gin.
The most reliable Gin
on this market.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
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No. 12,956

號六月十年四零百九千一英

HONGKONG, THURSDAY, OCTOBER 6, 1904.

日七廿月八年辰甲

PRICE, \$3.00 Per Month.

CHRISTMAS AND NEW YEAR GIFTS

MACEWEN FRICKEL & CO.,

Undertake to Deliver Gift, etc.
(Free of Charge to Consignee) in any
part of the World.

LATEST SHIPPING DATES.

To England	Nov. 8th
To France	Nov. 15th
To Germany	Nov. 15th
To Italy	Nov. 15th
To United States via San Francisco	Nov. 15th
To United States via Suez Canal	Oct. 10th
To India	Oct. 21st
To South Africa	Oct. 21st
To Australia	Oct. 21st
To Canada	Nov. 8th

Office—3, DUDDELL STREET.
Hongkong, October 5, 1904. 1815

Intimations.

NOTICE.

THE DEPARTURE of the S.S. MARY
CHURCHILL for San Francisco, via
Shanghai, Yokohama, Kobe, (and
Yokohama and Honolulu, is POSTPONED
TUESDAY, the 11th inst., at Daylight.
Hongkong, October 5, 1904. 1813

NOTICE.

A. G. GORDON, M. INST. N.A.S., M.E.
Surveyor, and Naval Architect, has
MOVED to ST. GEORGE'S BUILDING.
1816

HONG KONG YOUNG MEN'S CHURCH

CHINESE DEPARTMENT

10, DES VUEX ROAD, CENTRAL.

THE NIGHT SCHOOL, of the above will
open for its regular Autumn Session on
TUESDAY, October 11th. Books open
for registration until October 15th.
SUBJECTS: TAUGHT: Shorthand,
Typewriting, Bookkeeping, Commercial
Correspondence, English (Primary, Inter-
mediate, and Advanced), Mandarin, French,
German, Japanese, Music, and the English
Bible.
FEES: very Moderate.
FULL PARTICULARS will be found in
our printed "EDUCATIONAL AN-
NOUNCEMENT" which will be distributed
upon application.
Hongkong, October 1, 1904. 1800

HONGKONG GENERAL CHAMBER

OF COMMERCE.

10, DES VUEX ROAD, CENTRAL.

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Business Notices.

W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS,
BOILER-MAKERS, BRASS & IRON FOUNDERS.

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER BOATS,
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS, KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, PACKINGS, GENERAL STORES AND
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

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MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

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Business Notices.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory

In bags of 250 lbs net, \$3.20 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glasses

Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

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SCOTCH

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Bovril

supplies to the

body the nourishment it

requires, and makes good

the muscle, tissue and

energy spent during the

hurry and worry of the

day's work. The very

embodiment of strength

and sustenance in a digest-

ible form is Bovril.

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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS. LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
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64, QUEEN'S ROAD.

M. MUMEYA,
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ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
64, QUEEN'S ROAD CENTRAL.

KELLY & WALSH, LTD.

JUST PUBLISHED.
THE CRUISE OF THE 'GLORIA'
IN VERSE
TOGETHER WITH SONGS, POEMS
AND DIALOGUES.
By MELVILLE PICKNELL.
\$2.00.

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G. WILLIS. 2.25
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or
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4th Edition, Revised and Enlarged, \$7.50.
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CANTONESE MADE EASY, PART I.
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JAPAN

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MITSUMI BUSSAN KAISHA
(MITSUMI & CO.)

HEAD OFFICE: 1, SHIMIZU-CHO, TOKYO.
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natsu, Karatsu, Nagasaki, Kuchinotsu, Nabeo, Maizuru, Miike Hakodate,
Tokyo etc.

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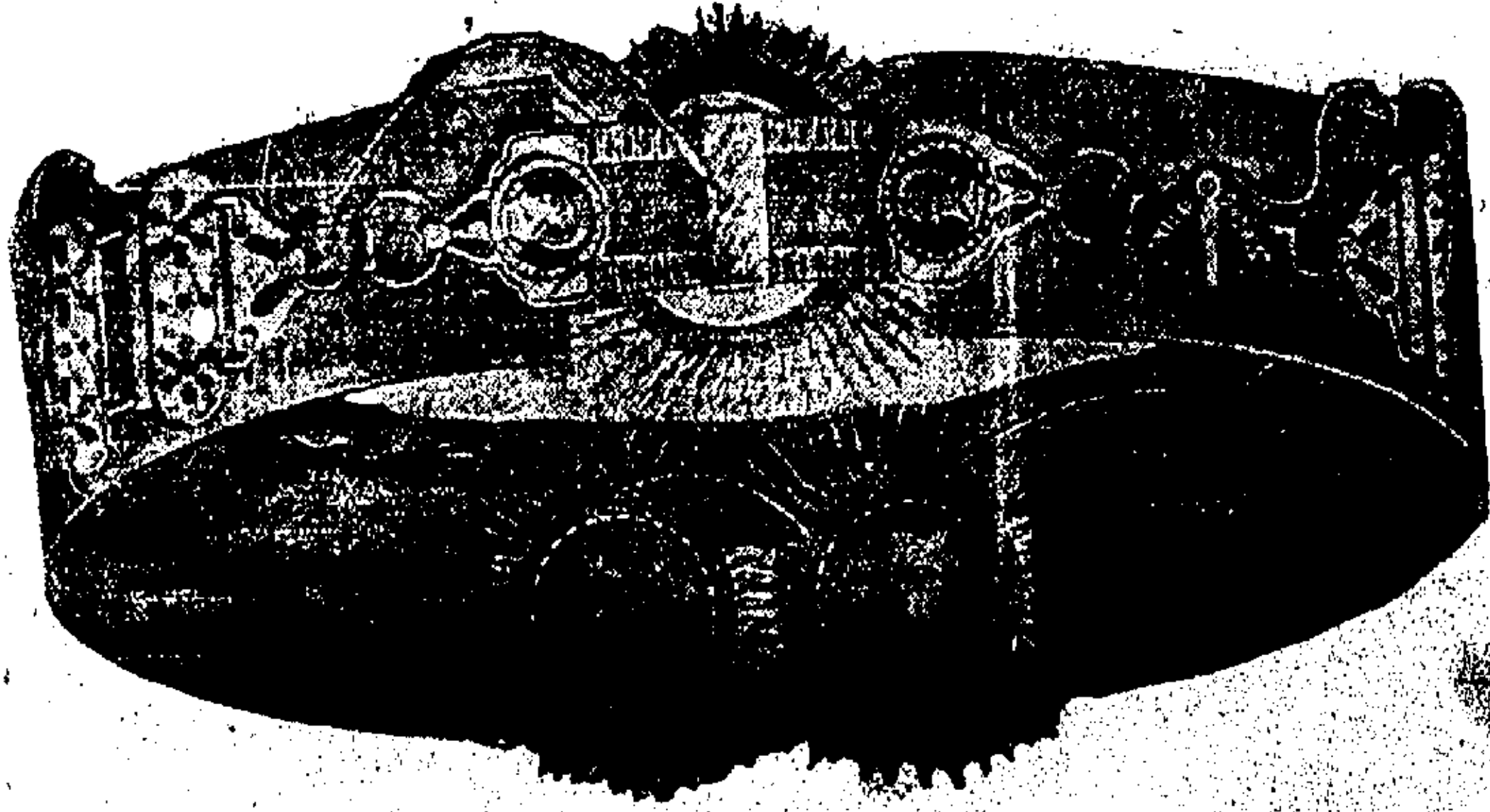
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways, Principal Railway Companies and Industrial Works: Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Honda, Kanado, Fujinotsu, Mameda, Mannoura,
(Mameda, Utsu), Suwahara, Tenbaku, Yoshinotsu, Yoshio, Yunkobara, and other
Coals.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

LOST MANHOOD

VARIICOELE, Impotency and Waste of Manly Power are Quickly and forever Cured by the Grand Product of Nature, Dr
McLaughlin's Electro Vigour. Send for the Free Book.



Free Electric Suspensory for Weak Men.

This Electric Suspensory carries the current direct to the weak parts and cures all weaknesses of men, variocoele, etc. It
develops and expands all weak organs and checks unnatural drains. No case of Falling Vigour, Variocoele or Debility can resist the
powerful Electric Suspensory. It never fails to cure. It is free with Electro Vigour for Men.

No man should be weak: no man should suffer the loss of
that vital element which renders life worth living. No man should
allow himself to become less a man than nature intended him; no
man should suffer for the sins of his youth when there is here at
hand a certain cure for his weakness, a check to his waste of power.
Most of the pains, most of the weakness of stomach, heart,
brain and nerves, from which men suffer, are due to an early loss
of nature's reserve power through mistakes of youth. You need
not suffer for this. You can be restored. The very element
which you have lost you can get back, and you may be as happy
as any man that lives.
My Electro Vigour, with Special Electric Suspensory (free),
will restore your power. It will check all unnatural drains and
give back the old vigor of youth.
This drama upon your power, tell me, Kidney Troubles,
Rheumatism and Gravel, etc. You know it's a loss of vital
power and affects every organ of the body. Most of the ailments
from which men suffer can be traced to it.
I have cured thousands of men who have abandoned the
advices of years in useless doctoring.

An old man of 70 says he feels as strong and young as he did
at 35. That shows how it restores the vigor of youth.
It cures (Rheumatism, Sciatic Pain, Lumbago, Kidney
Trouble. It banishes pain in a night—never to return.
What else you? Write and tell me. I've cured thousands,
and every man of them is a walking advertisement for my Electro
Vigour.
Every man who still uses it recommends it, because it is
honest. It does great work, and those whom I have cured are the
most grateful because the cure cost so little.
Every man who uses my Electro Vigour gets the advice and
counsel of a physician free. I give you all that any medical man
can give you, and a lot that he can't.
Try my Electro Vigour. Write me to-day for my beautifully
illustrated book with extra showing how my Electro Vigour is
applied, and lots of good reading for men who want to be 'The
Robust Work of God'—A MAN. Never sold by Agents or
Druggists.

DR M. A. McLAUGHLIN, 70, Queen's Road Central, Hongkong.
BRANCH: CORNER OF NANKING AND HONG KONG ROADS, SHANGHAI.
Office Hours: 9 A.M. to 6 P.M. (Sundays 10 A.M. to 1 P.M.)

Intimations.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

Cable Address: 'IWASAKI',
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFERIES.

MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies;
the Imperial Arsenal; the Imperial Rail-
way; Sanyo, Kishu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shionawa, Namazu and Kami-
Yamada Collieries, and also Hojo Colliery,
which will be ready to produce on a large
scale the best Buzen Coal from 1905.

The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coal produced from the above
Collieries.
Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Tak-
ashima Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, April 25, 1904. 777

BOARD AND RESIDENCE.

'KILLADOON.'

ON North Spur of MORRISON HILL,
151, WANCHAI ROAD.—Light,
Airy and Well-furnished Double and Single
Rooms with full view of the Harbour.
With or without board.
For Terms, apply on the Premises, to
Mrs G. S. WEBB.
Hongkong, July 20, 1904. 1331

Intimations.

UNION INSURANCE SOCIETY OF
CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
THIRTY FIRST ORDINARY
YEARLY MEETING of the Society
will be held at its HEAD OFFICE,
No. 1, QUEEN'S BUILDING, Hongkong, on
THURSDAY, the 28th OCTOBER, 1904,
at Noon, for the purpose of receiving the
Report of the Directors together with
Statement of Accounts for the year 1903,
and for the half-year ending 30th June,
1904, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society
will be CLOSED from the 10th October to
the 20th October, both days inclusive.
By Order of the Board,
O. MONTAGUE EDE,
Acting Secretary.

Hongkong, September 21, 1904. 1715

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY
GENERAL MEETING of SHARE-
HOLDERS will be held at the Offices
of the Undersigned at 12 o'clock (Noon), on
FRIDAY, the 21st OCTOBER.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 7th to the
21st October, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, September 29, 1904. 1772

HUMPHREYS' ESTATE & FINANCE
CO., LTD.

THE SHARE CERTIFICATE No. 4724
Fifty Shares Numbered 50851—
61090 inclusive, Fully Paid-Up, standing
in the Register in the name of JAMES
ROBERTSON ALEXANDER of Shanghai, having
been lost, Notice is hereby given that
unless the said Certificate be produced at the
Offices of the Company, Alexander Buildings,
Des Voeux Road, Hongkong, before
25th OCTOBER, 1904 a New Certificate
for the said Shares will be issued and the
Old Certificate will thereafter be held by
the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 23, 1904. 1739

A. E. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from the 28th
September, to 8th October, 1904, both days
inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 27, 1904. 1761

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
Exhibition, 1900.

Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

THE GOURPORE CO. LD.,
CALCUTTA.

Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LUXLEY & CO.,
Sole Agents,
Hongkong.

Cable Address 'LUXLEY', Hongkong.
Hongkong, July 22, 1903. 1519

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur.

ENLARGEMENTS A SPECIAL FEATURE.

BRANCH HONGKONG HOTEL CORRIDOR.

1587

QUONG HING LUNG,
FIRST-CLASS

Tailor and Outfitter.

30 YEARS' EXPERIENCE IN U.S.A.

UP-TO-DATE CUTTER.

PERFECT FIT GUARANTEED.

FANCY GOODS DEALER.

Prices Very Low.

No. 98, Queen's Road Central,

Hongkong.

Hongkong, September 14, 1904. 1686

BOARD AND RESIDENCE.

3, BARROW TERRACE, Kowloon.

Elegantly FURNISHED ROOMS.

Apply on the premises, to

Mrs GRUNBERG.

Hongkong, July 12, 1904. 1287

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Connaught House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904. 1374

JUST LANDED.

A LARGE VARIETY OF

PERFUMERY

OF THE WELL-KNOWN MARK

IN FANCY BOTTLES OF VARIOUS SIZES.

AND

STATIONERY

IN ALL STYLES TO SUIT VARIOUS REQUIREMENTS.

INSPECTION INVITED. Sole Importers,

H. RUTTONJEE,

No. 2, D'AGUIAR STREET,

and

36 to 38, Elgin Road, Kowloon.

Hongkong, October 2, 1904. 1487

Intimations.



Hongkong, September 28, 1904.

To Let.

TO LET.

No. 4, ORMSBY VILLAS, Kowloon.

Apply to
SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, July 20, 1904. 1789

TO LET.

IN ELGIN ROAD, Kowloon, Close to
Ferry, Residential Flats with Two
ROOMS and BATHROOM and KITCHEN
attached.

Also
No. 5, D'AGUIAR STREET, Hong-
kong, 1st FLOOR. Rents very Moderate.

For particulars, apply to
H. RUTTONJEE,
No. 5, D'Aguiar Street,
and
36 to 38, Elgin Rd., Kowloon.

Hongkong, September 12, 1904. 1790

HONGKONG CLUB.

TO LET.

A SUITE of 2 ROOMS, on the Ground-
floor of the Annex, suitable for
Offices.

For Particulars, apply to the Under-
signed.
C. H. GRACE,
Secretary.

Hongkong, June 2, 1904. 1788

TO LET.

NO. 1, STEWART TERRACE, The
Peak.

Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.

Hongkong, March 26, 1904. 1785

TO LET.

A Well FURNISHED BEDROOM for a
Gentleman. Central Locality.

Apply
Care of 'CHINA MAIL' Office.

Hongkong, September 29, 1904. 1776

TO LET.

OFFICES in Nos. 10 and 12, DES
VOEUX ROAD CENTRAL.

No. 11, WONG NEI CHONG ROAD, facing
Race Course.

No. 1, REFORM TERRACE, in FLATS,
FLATS in MORRISON TERRACE, facing the
Polo Ground.

OFFICES, in Course of Erection. Con-
NAUGHT ROAD (near Blake Pier).
GODOWNS PRAYA EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, August 18, 1904. 1786

TO LET.

A EUROPEAN HOUSE, No. 158, Praya
East. Four Rooms and Kitchen,
Servants' Quarters, Bathrooms, Hot and
Cold Water. Good Sea View.

Apply to
JARDINE, MATHESON & CO.,
Hongkong, August 8, 1904. 1784

TO LET.

NO. 5, SALISBURY AVENUE, Kow-
loon, Immediate Possession, Mod-
erate Rental.

THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession of or
about 31st August, 1905.

MODERATE RENTALS.

Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LTD.

Hongkong, October 4, 1904. 8

TO LET.

IN KNOTSFORD TERRACE, Two Well
Furnished Front BEDROOMS, with
Bath.

Apply to
'M. E.,
Care of 'CHINA MAIL' Office.

Hongkong, October 1, 1904. 1799

TO LET.

SPACIOUS GODOWN, No. 108, PRAYA
EAST.

Apply to
TANG KING FU,
104, Hollywood Road.

Hongkong, September 24, 1904. 1748

TO LET.

TWO ROOMS on the First Floor of
'A' Alexandra Buildings.

Apply to
SECRETARY,
A. E. WATSON & CO., Limited.
Hongkong, June 15, 1904. 1797

To Let.

TO LET.

ON a Lease for a Term of Years. FOUR
DOUBLE CHINESE HOUSES, at
Moxo Kok Tui.

With Possession from 1st October, 1904.
For further particulars, apply to
The Secretary,

HUMPHREYS' ESTATE & FINANCE
CO., LD.

Hongkong, September 22, 1904. 1727

TO LET.

FINE LARGE STORE, in QUEEN'S
ROAD CENTRAL. Most Central
Position.

Apply
Care of 'CHINA MAIL' Office.

Hongkong, September 5, 1904. 1783

TO LET.

A LARGE OFFICE on Ground Floor
of No. 2, WATSON STREET. Posses-
sion 1st August, 1904.

Apply to
THE SECRETARY,
The Bowling Club, Ltd.

Hongkong, July 13, 1904. 1791

TO LET.

SPACIOUS GODOWN, No. 107 A,
PRAYA EAST.

Apply to
TANG YUEN CHEONG TUNG KEK,
103, Wanchai Road.

Hongkong, September 28, 1904. 1766

For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE, with
GAS ENGINE Complete.

For Full Particulars, apply to
HUGHES & ROUGH,
8, Des Voeux Road.

Hongkong, June 27, 1904. 1781

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by Public Auction,
on

SATURDAY,
the 8th October, 1904, at 2.30 P.M., at his
Sales Rooms, QUEEN'S ROAD,—

A FINE ASSORTMENT OF
JAPANESE CURIOS,
Comprising—

FINE ART Old SERRIMA, SILVER CLO-
SONNE, FINE BRONZES, IVORY STICK
and FAN HANDLES, ALBUMS, IVORY IN-
LAID PANELS, ENAMELS, SILK EMBOI-
DERED SCREENS, &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,
Auctioneer.

THE TIBET MISSION.

LHASA, undated, via GYANTSE, September 15.—One of the most satisfactory features of our presence at Lhasa is the release of political prisoners who have been imprisoned on account of assistance rendered to British and Japanese subjects. We have discovered that there is a secret tribunal and inquisition at Lhasa appointed by the National Assembly to try political offenders, who are subjected to an ordeal by torture, as in the Middle Ages. It is well-known that on the return of the Bengal explorer, Fane Chandra Das, to India in 1883, a large number of Tibetans were punished for affording him hospitality and assistance. Chandra Das's patron, the Minister of the Tashi Lama, was banished; the head lama of Derge Monastery, who entertained him, was removed to Kunglu and there thrown into the river; and numerous others were punished in different parts of the country, many of whom have been released through our influence. The only two offenders known to be imprisoned at Lhasa in connection with Chandra Das have been set free. These were the steward of Phelo Khatse, where Chandra Das stayed near Derge, and his son. The old man was brought into the durbar, weak and tottering, his chains having been removed from his limbs that morning for the first time in twenty years. He came in, beaming with happiness and blinking at the unaccountable light of a blind man whose sight had been miraculously restored. He and his son, if not too weak, will accompany us on the return march for Gyantse. At the same time were released two men imprisoned in connection with Kawa Guchi, the Japanese traveller who visited Lhasa in the disguise of a Chinese pilgrim and resided at Sera Monastery. On his arrival in India his identity was discovered and the lama, who was his teacher at Sera, and a Bhutia trader from Darjeeling, who had befriended him, were imprisoned. There men look bowed down and broken, and are entirely destitute. They will accompany us to Gyantse.

The restoration to liberty of these wretched men is in itself sufficient to justify our advance to Lhasa. The same morning we formally released the Tibetan prisoners, seventy-six in all, to the great joy of the crowd, simple and honest in appearance, and more pleasing than the common degraded type of monk of the Lhasa monasteries. Each was given Rs. 5 for their journey and went off, wildly delighted, chuckling, and bubbling in every Englishman they saw; and no doubt they will carry the story of our humanity and kindness to the far distant corners of Tibet. Then in the durbar followed a scene which reminded one of a play, before the curtain falls, when the characters are called on the stage and apprised of their changed fortunes and every thing ends happily. The political prisoners were first informed of their release. General Macdonald said he had given orders to liberate prisoners in every post on the line. The British prisoners in every post on the line were in trouble in connection with British subjects. The Commissioner then remitted the fine of Rs. 5,000 exacted on account of the lama who attacked British officers, but kept back a third as compensation to the families of the two servants who were brutally treated and murdered at Gyantse. The four hostages from the monasteries were then set free and the durbar closed. The Shagpa lingers in the hall laughing and chatting, the serenity and cheerfulness being in marked contrast with the sullen manner in which they had expostulated with us on the road.

The Sappers and Miners left yesterday to improve the arrangements for crossing the Tibetan ferry. Heavy rain is falling. Hardly a day has passed since we left Gyantse without showers. The Brahmaputra is in flood. A Tibetan drama will be acted in the courtyard of the Mission house on the 12th.

ATLANTA, September 16.—The *Pioneer* states definitely that no British Political Resident will be appointed in Tibet, but measures will be taken to secure the interests of India in that country.

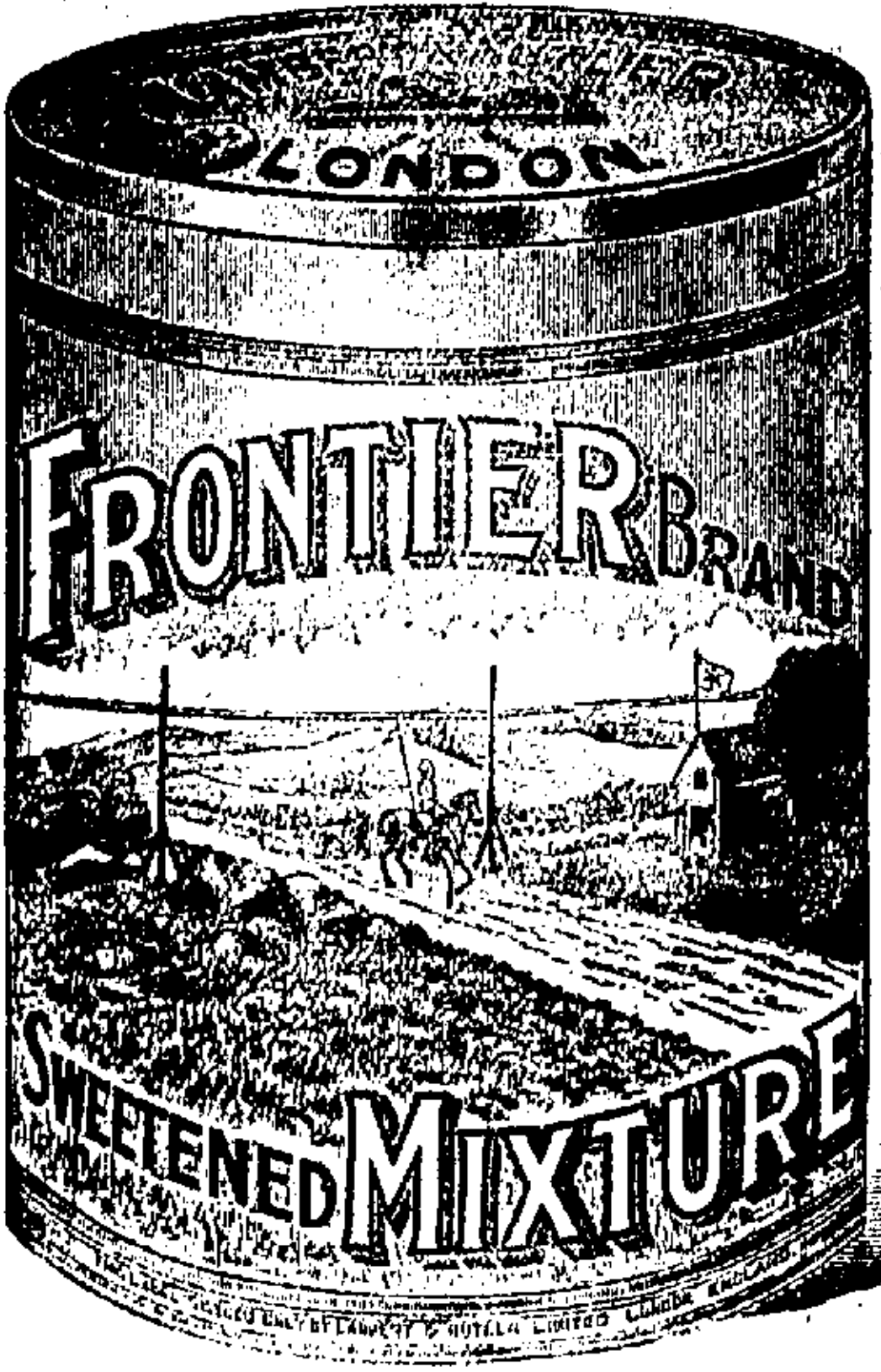
SIMLA, September 16. The following telegram from General Macdonald, dated LHASA, September 15th, has been received: All prisoners of war were released on the 8th. The Tibetans are also releasing certain political prisoners of their own.

On the 9th the Survey Party, escorted by one company of the 32nd Pioneers and some Mounted Infantry, proceeded up the Rungtunga valley. Relations with the Tibetans are more friendly. Parties of troops under officers are allowed to visit the city and are well received. The Sappers and one company of Gurkhas with a convoy of 600 mounds of supplies, left for the Chakka ferry on the 9th to prepare for crossing the river on the return journey. There has been heavy rain during the last few nights with a good deal of snow on the surrounding hills low down.

A LING & CO.,
FURNITURE STORE,
AND
FOOCHOW LACQUERED WARE,
68, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, September 3, 1904. 1627

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST
All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.
GRIMAULT & Co., Paris. Sold by all Chemists.
For Sale by A. E. Watson & Co., Chemists.

CARBONIC ACID
in iron drums
ALWAYS IN STOCK AT MODERATE PRICES.
Special Arrangements for Season-Contracts.
GROSSMANN & Co.



WHEN YOU WISH
A
COOL SMOKE

WHY NOT TRY
FRONTIER
MIXTURE.

British American
Tobacco Co., Ltd.,
AGENTS.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Oct. 8	P. & O. Bengal	London	Nov. 6	Nov. 13
" 12	G. M. S. Sachsen	Hamburg	" 16	" 15
" 18	M. M.	Mar-elles	" 20	" 27
" 22	P. & O. Malta	London	" 25	Dec. 6
" 26	G. M. S. Zieten	Drummen	" 30	" 29
Nov. 1	M. M.	London	Dec. 4	" 11
" 5	P. & O. Coromandel	Hamburg	" 10	" 20
" 9	G. M. S. Prinz Alice	London	" 15	" 25
" 13	P. & O. Simla	Hamburg	" 20	" 28
" 17	G. M. S. Prinz Regent	London	" 25	" 31
Dec. 3	P. & O. Chusan	London	Jan. 1	Jan. 8
" 7	G. M. S. Preussen	Hamburg	" 15	" 22
" 11	P. & O. India	London	" 20	" 27
" 15	G. M. S. Prinz Eitel	Hamburg	" 25	" 30
" 19	Friedrich	London	" 29	Feb. 5
" 23	P. & O. Bengal	London	" 31	" 8

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Oct. 7	N. T. L. Tremont	Tacoma	Nov. 5
" 8	P. M. S. Manchuria	San Francisco	" 18
" 10	P. & A. Numinan	Portland, O.	" 29
" 12	P. M. S. Capricorn	Tacoma	" 31
" 14	N. T. L. Lyra	Portland, O.	Dec. 9
" 16	P. & A. Niomedra	do.	" 20
" 18	do. Gaelic	do.	" 31
" 20	P. & A. Arabia	Portland, O.	Jan. 13
" 22	P. M. S. Mongolia	San Francisco	" 24
Nov. 4	do. Doric	do.	Feb. 4
" 6	do. Siberia	do.	" 17
" 8	do. Coptic	do.	" 28
" 10	do. Korea	do.	" 31
" 12	do. Gaelic	do.	Mar. 11
" 14	do. Mongolia	do.	" 24

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Oct. 12	C. P. R. Athenian	Vancouver.	Nov. 5
" 19	do. Empress of China	do.	" 9
Nov. 2	do. Tartar	do.	" 26
" 16	do. Empress of India	do.	Dec. 7
Dec. 14	do. Empress of Japan	do.	Jan. 4
" 23	do. Athenian	do.	" 21
Jan. 11	do. Empress of China	do.	Feb. 2
" 26	do. Tartar	do.	" 18
Feb. 8	do. Empress of India	do.	Mar. 1

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Oct. 15	E. & A. Australian	Sydney.	Nov. 5
" 20	O. N. Tairua	do.	" 17
Nov. 25	E. & A. Empress	do.	Dec. 7
" 30	O. N. Tairua	do.	" 19
Dec. 5	C. N. Changsha	do.	Jan. 1
" 10	E. & A. Eastern	do.	" 18
" 15	O. N. Chingta	do.	" 29
Jan. 20	E. & A. Australian	do.	Feb. 10
" 25	O. N. Tairua	do.	" 22
Feb. 30	E. & A. Empress	do.	Mar. 10
" 5	O. N. Tairua	do.	" 22
Mar. 10	E. & A. Eastern	do.	Apr. 26
" 15	Australian	do.	" 28
" 20	Empire	do.	May 14

INTIMATIONS.

WANG HING & CO.,
DEALERS IN
JEWELLERY AND LACQUERED
WARE.
No. 71, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, August 29, 1904. 1628

NAM SING,
U. S. ARMY TAILOR,
47, QUEEN'S ROAD CENTRAL.
BRAND NEW STOCK IN HAND.
Hongkong, September 3, 1904. 1630

CANTON DISTRICT.
LOCAL NOTICE TO MARINERS.

No. 67.
(Removal work at Canton River
Barriers; precautions to be ob-
served by passing vessels.)

NOTICE IS HEREBY GIVEN that removal work at the Canton River Barriers will shortly commence, and that with a view to avoid endangering the lives of those engaged on it, the following rules should be observed by passing vessels.

1. When a Red and White Flag (International H.) is shown from a Barrier, or from a Boat in the neighbourhood of a Barrier, it will indicate that the work of a steamer is liable to endanger life and property.

Under these circumstances a steamer should pass that neighbourhood at as slow a speed as possible.

2. When a Red Flag is shown from a Barrier, or from a Boat in the neighbourhood of a Barrier, it will indicate that a vessel must not, so long as that flag is flying, attempt to pass the barrier.

This latter is an emergency signal to meet possible contingencies.

J. HOWELL MAY,
Harbour Master.

Approved,
S. M. RUSSELL,
Deputy Commissioner of Customs.

Canton, October 1, 1904. 1873

MESSRS COOPER & CO.

TAILORS, DRAPERS & OUTFITTERS.
BEG to announce that having engaged the services of a COMPETENT CUTTER, with a thorough knowledge and experience of Gent's Requirements, they are now in a position to undertake all Orders for every description of Tailoring Work and a Correct Fit and Style Guaranteed.

Every Requisite for Gent's Wear and personal use supplied at the most Reasonable Prices.

A Trial Order Earnestly Solicited.

Hongkong, September 8, 1904. 1439

Hotels.

THE KOWLOON HOTEL,
KOWLOON.

A High class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
W. W. O'NEILL,
Proprietor and Manager.
Hongkong, January 20, 1904. 135

HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK.
near THE TERMINUS TELEPHONE 56.
For Terms,
Apply to the MANAGER. 741

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER,
Proprietor.
Hongkong, March 10, 1904. 483

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shan-ki-wan Road. Electric Trams pass the Doors every few minutes.

The Only House of the Road.

The popular resort of the Colony, occupying a Charming Seaside Situation and commanding the most extensive view of the Harbour and Rowland Peninsula.

There is Accommodation for a few Boarders.

GOOD SEA BATHING.

REFRESHMENTS SERVED OF THE FINEST QUALITY ONLY.

PRIVATE TIPPING AND DINNERS Prepared in First-class Style on the shortest notice.

Dinner Parties and Picnics Catered for.

JAS. CHRISTIE,
Proprietor and Manager.

Hongkong, August 13, 1904. 1385

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong, June 10, 1904. 1252

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Port of Call.
Atacora	despatch-vessel	1700	12	800	Comdr. Richard M. Harbord	Hongkong
Albatross	battleship, 1st class	12,500	43	13,500	Captain Sydney B. Fremantle	Shanghai
Albatross	despatch-vessel	1000	6	1400	Comdr. R. Nugent	Shanghai
Albatross	cruiser, 1st class	11,000	16	16,000	Capt. Charles Windham, C.V.O.	Shanghai
Albatross	cruiser, 1st class	11,000	16	16,000	Capt. R. N. Ommann	Shanghai
Albatross	gunboat, 1st class	710	4	1300	Lieut. Com. O. H. McKinn	Shanghai
Albatross	battleship, 1st class	10,000	16	16,000	Lieut. Comdr. T. D. Pratt	Shanghai
Albatross	cruiser, 1st class	12,000	14	21,000	Captain Pagan	Shanghai
Albatross	water tank and tug	390	—	390	Captain Henry M. Tudor	Shanghai
Albatross	torpedo boat destroyer	1070	10	1400	Comdr. Ernest Barton	Shanghai
Albatross	cruiser, 3rd class	1680	12	3200	Comdr. P. V. Lewis, D.S.O.	Shanghai
Albatross	battleship, 1st class	12,900	16	13,500	Captain Hon. Walter G. Gifford	Shanghai
Albatross	torpedo boat destroyer	1070	10	1400	Reserve	Shanghai
Albatross	torpedo boat destroyer	1640	—	800	Lieut. Comdr. P. M. Bisdore	Shanghai
Albatross	cruiser, 3rd class	3600	17	9000	Captain W. B. Faulkner	Shanghai
Albatross	torpedo boat destroyer	280	6	5900	Lieut. Comdr. A. Gregory	Shanghai
Albatross	river gunboat	—	4	—	Lt. Comdr. C. P. Metcalfe	Shanghai
Albatross	cruiser, 1st class	14,100	18	31,800	Captain Francis G. Kirby	Shanghai
Albatross	river gunboat	180	2	500	Lt. Comdr. F. B. Noble	Shanghai
Albatross	battleship, 1st class	12,900	16	13,500	Captain T. G. Greet	Shanghai
Albatross	torpedo boat destroyer	1015	6	1400	Reserve	Shanghai
Albatross	torpedo boat destroyer	835	6	1400	Comdr. John Nicholas	Shanghai
Albatross	torpedo boat destroyer	880	10	1400	Comdr. C. E. Moore	Shanghai
Albatross	river gunboat	85	2	240	Comdr. R. E. Vaughan	Shanghai
Albatross	cruiser, 2nd class	240	2	240	Comdr. Vivian	Shanghai
Albatross	river gunboat	240	2	240	Capt. G. H. H. Moore	Shanghai
Albatross	torpedo boat destroyer	3600	17	9000	Lt. Comdr. Davidson	Shanghai
Albatross	cruiser, 2nd class	250	6	6000	Reserve	Shanghai
Albatross	torpedo boat destroyer	4650	—	—	Commodore Dickson	Shanghai
Albatross	river gunboat	180	2	800	Lt. Comdr. R. V. Dugmore	Shanghai
Albatross	cruiser, 2nd class	3400	8	9000	Capt. J. A. O. Wilkinson	Shanghai
Albatross	coast defense gunboat	360	3	800	Lieut. Comdr. R. H. Keate	Shanghai
Albatross	battleship, 1st class	12,900	16	13,500	Capt. Leslie Stuart, C.M.G.	Shanghai
Albatross	torpedo boat destroyer	390	6	1400	Comdr. R. St. John Farquhar	Shanghai
Albatross	torpedo boat destroyer	355	6	6300	Reserve	Shanghai
Albatross	cruiser, 3rd class	270	—	450	Comdr. Ernest C. Hardy	Shanghai
Albatross	torpedo boat destroyer	390	6	5000	In Reserve	Shanghai
Albatross	river gunboat	150	2	500	Lieut. Com. O. W. Wrightson	Shanghai
Albatross	river gunboat	150	2	500	Lieut. Com. Wason	Shanghai

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

* Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern Kaiserin Elisabeth	Austro-Hungarian cruiser Austro-Hungarian cruiser	2437 4000	20 28	7500 8000	Capt. Friedrich Grunzenberger Captain Mirti	Shanghai Shanghai
Achéron	French armoured gunboat	1798	10	1700	Comdr. Lefevre	Salgon
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Salgon
Argus	French gunboat	123	—	500	Lieut. Orsini	Canton
Apicio	French gunboat	476	8	400	Lieut. Journe	Salgon
Avalanche	French gunboat	140	6	150	—	Haiphong
Bengali	French gunboat	580	6	400	—	Salgon
Buganda	French cruiser	3740	22	9000	Capt. Lefevre	Salgon
Capt. de la	French gunboat	140	6	150	—	Haiphong
Capt. de la	French cruiser	8018	18	17,000	Captain V. Poldione	Woeung
*Châteaurenault	French cruiser	526	4	438	Commodore Laval	Haiphong
Comete	French gunboat	690	10	900	Commodore L'Est	Salgon
Docteur	French cruiser	4000	31	9500	—	Salgon
D'Aussas	French gunboat	350	7	303	Lieut. Jehenne	Haiphong
Eaton	French cruiser	9776	36	20,200	—	Hankow
Foudre	French gunboat	307	7	370	Lieut. Comdr. Beaussant	Shanghai
Guydon	French gunboat	1250	12	2200	Commodore Le Gollou	Haiphong
Henri Riviere	French gunboat	9700	12	10,600	Captain Croe	Shanghai
Javeline	French gunboat	4015	27	8500	Capt. Houet	Rhachal
Kersaint	French cruiser	9437	27	8971	Capt. Senne	Kiutiang
*Montcalm	French cruiser	1798	10	1700	Capt. Vincent	Yangtze
Olry	French cruiser	9858	20	20,000	Captain Guilbert	Hongay
Pascal	French gunboat	620	2	500	Lieut. Holue	Salgon
Redoubtable	French gunboat	6170	22	4580	Captain Blouet	Salgon
Sully	French gunboat	123	7	500	Lieut. Carol	Shanghai
Surprise	French gunboat	—	—	—	—	Yangtze
Takiang	French gunboat	—	—	—	—	Along Bay
Vauban	French gunboat	—	—	—	—	Canton
Vigilante	French gunboat	—	—	—	—	—
N.	German cruiser	1857	15	2800	Comdr. Huss	Woeung
Buseard	German flag ship	11,000	38	14,000	Captain Frow	Shanghai
Fürst Bismarck	German cruiser	1776	15	2600	Comdr. von Sudinis	Shanghai
Gulst	German cruiser	8230	24	10,000	Capt. Schroeder	Shanghai
Hansa	German cruiser	6500	27	10,000	Capt. Baron Schimmelmars	Kiutiang
Hortha	German cruiser	1000	10	1300	Comdr. Baron von M. Hilleson	Nanking
Ilia	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Jaguar	German gunboat	850	10	1344	Comdr. Kroecke	Shanghai
Luchs	German gunboat	1009	8	875	Comdr. von Grumbkow	Manila
Möwe	German gunboat	1640	15	2900	Comdr. Peris	Shanghai
Seeader	German cruiser	2687	24	8000	Captain V. J.	Shanghai
Thetis	German gunboat	900	10	1300	Comdr. Deimling	Shanghai
Viper	German gunboat	170	8	1300	Comdr. Giebler	Canton
Wingtan	German gunboat	90	8	500	Lieut. Scharf	Shanghai
Vorwärts	German gunboat	—	—	—	—	—
Elba	Italian cruiser	2590	10	7471	Captain Borea Ricci	Shanghai
Marco Polo	Italian cruiser	3840	—	—	Captain Prestibito	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Pescotto	Shanghai
Adamastor	Portuguese cruiser	1930	14	4000	Captain d'Antas Ribeiro	Shanghai
Dia	Portuguese gunboat.	720	—	—	Captain Coutinho	Macao
Vasco de Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Shanghai
Alcott	Russian gunboat	810	6	770	Comdr. Guint	Vladivostok
Amur	Russian cruiser	2800	5	4000	Comdr. Grunastchikoff	Port Arth.
Aksoid	Russian cruiser	8000	27	24,000	Capt. Reitzenschein	Shanghai
Bayan	Russian cruiser	7800	10	16,800	—	Port Arth.
Belona	Russian gunboat	1050	8	1150	Comdr. Erjeshovitch	—
Bogatyr	Russian cruiser	6840	12	19,500	—	—
Diana	Russian cruiser	9731	6	8000	—	Salgon
Djigit	Russian cruiser	1456	3	1700	Capt. Nasarovsky	Port Arth.
Gaidamak	Russian gunboat	500	9	8500	Comdr. Yonifoff	Port Arth.
Gromobol	Russian gunboat	1490	6	2000	Comdr. Zagarsky	—
Gullak	Russian gunboat	12,384	44	14,800	Captain Jensen	Vladivostok
Hamour	Russian gunboat	1000	6	1000	Comdr. Shumoff	—
Norik	Russian gunboat	1524	7	1400	Commodore Crown	Shanghai
Obrajny	Russian cruiser	3030	6	17,000	—	Port Arth.
Petrowich	Russian gunboat	1490	6	2000	Capt. Vasiloff	Port Arth.
Petrovich	Russian battleship	12,674	15	14,500	Captain Koroloff	—
Petrovich	Russian battleship	10,960	16	10,600	Captain Jakovloff	—
Pobeda	Russian battleship	12,674	15	14,500	Capt. Zataradeng	Damaged
Polara	Russian battleship	10,960	16	10,600	Captain Osoroff	Port Arth.
Rasboynia	Russian cruiser	1934	10	1786	Comdr. Layen	Port Arth.
Rosica	Russian battleship	12,302	16	15,000	—	Port Arth.
Saratop	Russian protected cruiser	12,290	18	7,000	Captain Seplenitoff	Vladivostok
Silash	Russian protected cruiser	10,893	28	13,250	Capt. Matsvich	—
Silash	Russian protected cruiser	10,890	16	10,800	Captain Seplenitoff	Port Arth.
Silash	Russian battleship	950	2	1125	Lieut. Comdr. Ivanoff	Port Arth.
Silash	Russian gunboat	500	9	3300	Comdr. Zagoriansky-Klesel	Port Arth.
Silash	Russian cruiser	1230	13	1194	Comdr. Abramoff	Port Arth.
Silash	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Silash	U. S. gunboat	1000	13	1327	Capt. Robur	Shanghai
Silash	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Shanghai
Silash	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Shanghai
Silash	U. S. torpedo-boat destroyer	238	10	600	Lieut. Diammer	Canton
Silash	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Shanghai
Silash	U. S. cruiser	3312	19	7500	Comdr. Hugo Osterhous	Shanghai
Silash	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. E. Arnold	Shanghai
Silash	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Shanghai
Silash	U. S. gunboat	560	10	6000	Lieut. J. E. Hood	Shanghai
Silash	U. S. gunboat	1929	8	1983	Comdr. P. E. Sigsbee	Cavite
Silash	U. S. gunboat	3090	6	3000	Captain Mahan	Shanghai
Silash	U. S. monitor	4084	4	5344	Comdr. J. B. Milhan	Cavite
Silash	U. S. monitor	3328	20	7600	Commodore G. B. Harber	Shanghai
Silash	U. S. cruiser	10,288	45	11,111	Captain Burwell	Shanghai
Silash	U. S. gunboat	811	3	825	Captain J. E. Bass	Cavite
Silash	U. S. gunboat	420	3	850	Capt. E. B. Smith	Cavite
Silash	U. S. cruiser	4200	14	7500	Capt. J. B. Collins	Shanghai
Silash	U. S. cruiser	4088	27	9913	Comdr. Marshall	Shanghai
Silash	U. S. cruiser	1000	13	1118	Captain Vary	Shanghai
Silash	U. S. gunboat	317	3	500	Commodore Marshall	Shanghai
Silash	U. S. gunboat	1897	8	1894	Lieut. H. A. Wiley	Shanghai
Silash	U. S. gunboat	12,000	60	12,600	Commander A. W. Dodd	Shanghai
Silash	U. S. gunboat	—	—	—	Captain Glover	Shanghai

LEGISLATIVE COUNCIL.

His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., presided at the meeting of the Legislative Council, which was held this afternoon.

There were also present:—
Hon. Colonel BROWN, H.M.
Hon. F. H. MAY, C.M.G. (Colonial Secretary).
Hon. E. H. SHARR (Attorney General).
Hon. L. A. M. JONESTON (Acting Colonial Treasurer).
Hon. A. W. BROWN (Registrar General).
Hon. P. H. N. JONES (Acting Director of Public Works).
Hon. Captain BARNES-LAWRENCE (Harbour Master).
Hon. Sir C. P. CHATER, Kt., C.M.G.
Hon. Dr. Ho Kai.
Hon. Wei A. YUE.
Hon. W. J. GIBSON.
Hon. R. SHAW.
Hon. G. BROWN STUART.

Mr. S. R. C. ROSE (Acting Clerk of Council).
His Excellency the Governor, in accordance with standing order No. 47, appointed the following committees:—
Finance Committee: All the members of the Council to be members, with the Colonial Secretary as Chairman.
Law Committee: The Attorney General (Chairman), Hon. Harbour Master, Hon. Dr. Ho Kai, Hon. Wei A. YUE, and Hon. R. SHAW.
Public Works Committee: Hon. Director of Public Works (Chairman), Hon. Colonial Treasurer, Hon. Sir C. P. Chater, Hon. G. B. Stewart, and Hon. W. J. Gibson.

CHINESE EMIGRATION.
The Attorney General moved the first reading of a bill entitled an Ordinance to amend the Chinese Emigration Ordinance of 1889.

The object of the measure was to effect proper arrangements for the transport of indentured Chinese emigrants from Hong Kong to the British Colonies and Protectorates in South Africa, and to ensure that the requirements of the recent Convention between the United Kingdom and China, respecting the employment of Chinese labour in British Colonies and Protectorates should be (in so far as they are practicable) observed by all ships engaged in such transport.

The Colonial Secretary seconded and the bill was read a first time.

THE ESTIMATES.

The Council went into Committee on the Estimates for 1905.

On resuming His Excellency reported that the bill had passed through Committee without amendment.

The Colonial Secretary moved the third reading of the bill.

The Colonial Treasurer seconded and the bill was passed.

The Council then adjourned.

TROUBLE ON THE "MADURA".

Men Who Objected to Work.

Before the Hon. Captain Barnes-Lawrence, at the Harbour Master's Court today, W. Doull, H. Munro, and W. Knell, A.B.s of the steamer *Madura*, were proceeded against by Captain Finley Kerr for wilful disobedience of his orders on September 28.

Captain Kerr said that on the date mentioned the defendants refused duty at 5.30 a.m. They had not been at work the previous day, having been absent without leave. Knell had been confined in the state room, after returning from the shore, for refusing duty, and Munro informed him on returning that he had hurt his back. Witness told him to go to the state room where he would attend to him, but instead of doing so he went forward, being under the influence of drink at the time. Witness went forward to being him back and he assumed a threatening attitude, but was finally brought aft with the aid of the second officer. The defendants, when told to turn to by the second officer, refused to do so, but afterwards Munro said that he was willing to work but his back was too sore. Witness then gave him a dose of castor oil, rubbed his back, and ordered him to rest.

Cross examined, witness said that he gave Munro castor oil for fear of complications. About 12.30 p.m. the same day he found that Munro had left the state room, and ordered him back. Later in the day he again went forward against orders. When called aft he said that he was going to turn to and worked until reaching Hong Kong. On August 4 he got leave to go ashore and the following day he again refused duty. Witness went forward to bring Munro aft and Doull squared up to him in a threatening attitude. After this Munro was confined to the state room, and on being ordered to come aft refused and witness went forward and had him put in irons. The ship was at Kutchin at the time and there was no British Consul there or European of any sort. He was kept in confinement until 5.30 a.m. the next day when he again refused duty. On September 27 Knell was absent without leave, having the previous day stopped work and stated that he was determined to go ashore and would work no more. He was taken to the state room where he remained until 5.30 the following morning when he again refused to turn to. He was also put in irons until 12.30 p.m. when he agreed to resume work, and everything went well till the ship reached this port, when the three defendants went on shore to see the Shipping Master and had not worked since. Doull, witness noted that they had been unjustly punished, and that he would receive considerably more than he paid for in local currency. It is impossible to consider the problem of fixing a stable money standard without reference to the example set by Japan. The vagaries of silver after the repeal of the Bland Act in America in 1903 resulted in the gold standard. Within two years the Minister of State for Finance was able to report that the experiment had been perfectly successful, and that trade under the new régime was making a steady and healthy growth. Of course, Japan was in an exceptional position in the matter as she had (after the Chinese indemnity had been paid) a sum of \$28,000,000 in gold, which she was able to devote to the making of a gold coinage.

A FRIEND IN NEED IS A FRIEND

INDEED. That is exactly what Chamberlain's Cough Remedy is. It is the mother's help when she is suddenly awakened in the night by the ominous hoarse cough, and labored breathing of her babe. It is the safe resort of youth or adult when he has "caught cold" and there is something in the nature of the irritation and inflammation of the mucous membranes of the throat. It cures the irritation and cures the cold. Sold by All Dealers. WATKINS & CO., Ltd., General Agents.

GOLD STANDARD FOR CHINA.

The Problem the Empire Has to Face.

A correspondent writes to the *Financial News* of September 2 as follows:—

The important announcement was made yesterday by a New York Journal that Prince Ching (head of the Chinese Foreign Office) had declared in principle in favour of a gold standard for China. Of course, this must not be taken to mean that silver will immediately be devalued in favour of the yellow metal in the Celestial Empire; but the announcement is of first-rate importance, as showing a notable change in the opinion of responsible Chinese statesmen. The real fight will come when the Chinese Government tries to impose its views on the official and commercial classes throughout the country, who are obstinately and slavishly bound to the silver tradition, and will oppose every effort to reform the currency. The mistake made by the Chinese Government in 1872, when it introduced the silver standard, was to introduce it without the maintenance of free silver in direct benefit to the moneyed native class in China. The agitation in favour of a gold standard for China has been carried on vigorously in Peking and Tientsin for years past by an influential committee representative of the banking and trade interests of the country. The names are, perhaps, specially prominent in connection with this agitation—those of Mr. A. M. Lindsey, C.I.E., well known as an authority on Indian currency, and Mr. H. H. Houston, a banker of great experience, whose article on China in the *Anniversary Number of The Financial Review* commanded wide-spread attention. The announcement now made will be particularly gratifying to these two gentlemen, whose labours in favour of reform appear likely to be at last crowned with success.

No apology need be offered for quoting from the writings of Mr. Lindsey, whose work has done so much to educate public opinion in China in this matter. To Mr. Houston belongs the credit of having drawn up an elaborate scheme for the adoption by China of a gold standard, in which are fore-shadowed the lines upon which the Peking Government will, in all probability, eventually proceed. As to the advisability of such a move, one might almost say the necessity of immediate steps by China to adopt a gold standard there can be no two opinions in the minds of educated and thinking people. China is now in much the same position as India was in before the closing of the Mints to silver, and every argument addressed to that instance carries added weight at the present day. These arguments may, perhaps, be summarised briefly in the terms of a letter sent by the Government of India to the Darjeeling Planters' Association, in reply to a memorial on the subject of the closing of the Mints:—

"To sum up, the Government of India are of opinion:—

"That, as a country, as a whole, makes no gain in its international trade by a depreciation of its standard, since the extra price received for its exports is balanced by the extra price paid for its imports.

"That the producer of an article of export may make a temporary and unfair gain from depreciation of the standard, at the expense of his employees and of other persons to whom he makes fixed payments.

"But that this gain, while not permanent, is counterbalanced by a tendency to over-production, and consequent reaction and depression, by a liability to sudden falls in price as well as to rises, and by a check to the general increase of income, which necessarily results from want of a common standard of value between countries which have intimate commercial and financial relations.

Six years after these words were written, the Indian Currency Commission, commenting on them, remarked:— "We are unable to find that anything has occurred since the closing of the Indian Mints to silver to throw doubt on the soundness of the views expressed in 1892 by the Government of India."

To return to China. The depreciation in exchange has latterly assumed a very serious aspect that all thinking men in the country are gravely alarmed at the state to which the China trade is falling. The import trade is practically at a standstill, while the benefits accruing to the export trade (of which much are made by the operations of the gold standard) are of a temporary character. The principal objection against a stable standard, in the Celestial Empire, is that a falling exchange, by increasing the amount of silver money, is liable for a gold price, operates as a bounty on exports from China to gold-using countries, and it is argued that if the China exchange is fixed exporters will be unfavourably handicapped with silver-using countries. The fallacy of this argument has been exposed by Mr. Lindsey, who says:— "The proper function of money is to act as a medium of payment and as a standard for deferred payments, both in internal and foreign transactions, and its work in connection with foreign exchange cannot be properly performed unless foreign exchange is steady. It is not the duty of money to stimulate exports, and as there are two parties to an exchange, it is obvious that what one gains in this way another must lose. Injustice of this kind should be stopped, and the monetary machine should be adjusted so as to carry out properly the functions for which it was designed. It might be asked how much of a fall would satisfy China exporters?"

Statistics have, indeed, shown conclusively that a falling exchange does not, in the long run, stimulate production, though it may act as a temporary stimulus. Moreover, it is found in practice that not only is the unhealthy stimulus to export trade caused by falling exchange temporary in effect, but that the cost of production in the silver currency is materially raised. This, in China, means that prices rise in proportion as silver falls in price. Who, then, it may be asked, is the gainer by the rise in the value of the product? Possibly the producer, certainly not the foreign merchant; more probably, almost the entire benefit will go to the middleman. The foreign merchant can only benefit by the fall in exchange in that he is able to make large profits by speculating in exchange and waiting to fix the sterling equivalent of the value of the goods he has paid for his own share, in the hope that exchange will change, and that he will receive considerably more than he paid for in local currency.

China, on the other hand, has a burden of debt to face amounting to £150,000,000, and, as this debt is entirely external, the service of it has to be met in sterling. It may be asked, then: How can China possibly undertake so vast a task as the replacement of her silver currency by a gold standard? In a second article we shall consider the scheme formulated by Mr. Houston to this end.

OBITUARY NOTICES.

The death took place, on August 31, at Delamere, Cornwall, Devon, of Admiral George Parker. He was born on September 1, 1827, and was thus within a day of completing his 77th year. He entered the Navy at the age of 13 and served on the Mediterranean, Pacific, and China stations, as well as in the West Indies and North America. As commander of the *Barracouta* on the China station he was engaged against the pirates. He was placed on the retired list in 1872.

Vice Admiral William Rae Roland had died at Edinburgh, January 1904, near Edinburgh. He was born in 1817, and at the age of 15 entered the Navy as a cadet. Almost immediately he saw active service in the Straits of Malacca against pirates. He was engaged in the China war until 1842, and was present at the capture of Canton, Amoy, Ningpo, Chusan, Wusung, and Nanking. After service in the Channel, West Indies, and Mediterranean, he was ordered to the Crimea, and was on active duty before Sebastopol and the bombardment of Fort Constantine. He commanded the *Phoebe*, *Lord Warden*, *Duncan*, and *Reindeer* in the Mediterranean, and a constant district during the period 1872-73. He was placed on the Retired List after 41 years' service. The year before his retirement he was appointed a Companion of the Bath. He was promoted to the rank of rear admiral, and subsequently to vice admiral on the Retired List.

HONGKONGITES AT HOME.

The *Perthshire Courier*, of August 30, contains the following items of interest to Hongkong residents:—

A Colonial "sport" in the person of Mr. J. Wilkie, of Hongkong, is touring through Perthshire at present and will reach the Fair City to-morrow. Mr. Wilkie is an old Blairgowrie boy, and while at school there he developed an interest in football which afterwards became a passion with him. Mr. Wilkie was just making a name for himself in the football world before leaving for abroad, nearly twenty years ago. He played in the famous *Our Boys* team, Dundee, and so enthusiastic was he over the game that he used to walk in from Longferry, where he was engaged as an assistant teacher, to play with the club. Mr. Wilkie assisted his club in a very important match against Queen's Park, and so effective was his play against the famous international right wing that a deputation of the Queen's Park invited him to join their colours. He left for the East at that time, however, and was instrumental in getting up a workshop team from amongst the men employed at the famous Kowloon dockyard. This proved a very powerful combination, which defeated all comers in the Colony, including many garrison and naval teams. While at practice one night Mr. Wilkie's knee was injured in getting up a workshop team from amongst the men employed at the famous Kowloon dockyard. This proved a very powerful combination, which defeated all comers in the Colony, including many garrison and naval teams. While at practice one night Mr. Wilkie's knee was injured in getting up a workshop team from amongst the men employed at the famous Kowloon dockyard. This proved a very powerful combination, which defeated all comers in the Colony, including many garrison and naval teams. While at practice one night Mr. Wilkie's knee was injured in getting up a workshop team from amongst the men employed at the famous Kowloon dockyard. This proved a very powerful combination, which defeated all comers in the Colony, including many garrison and naval teams. 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THE CHINA MAIL.

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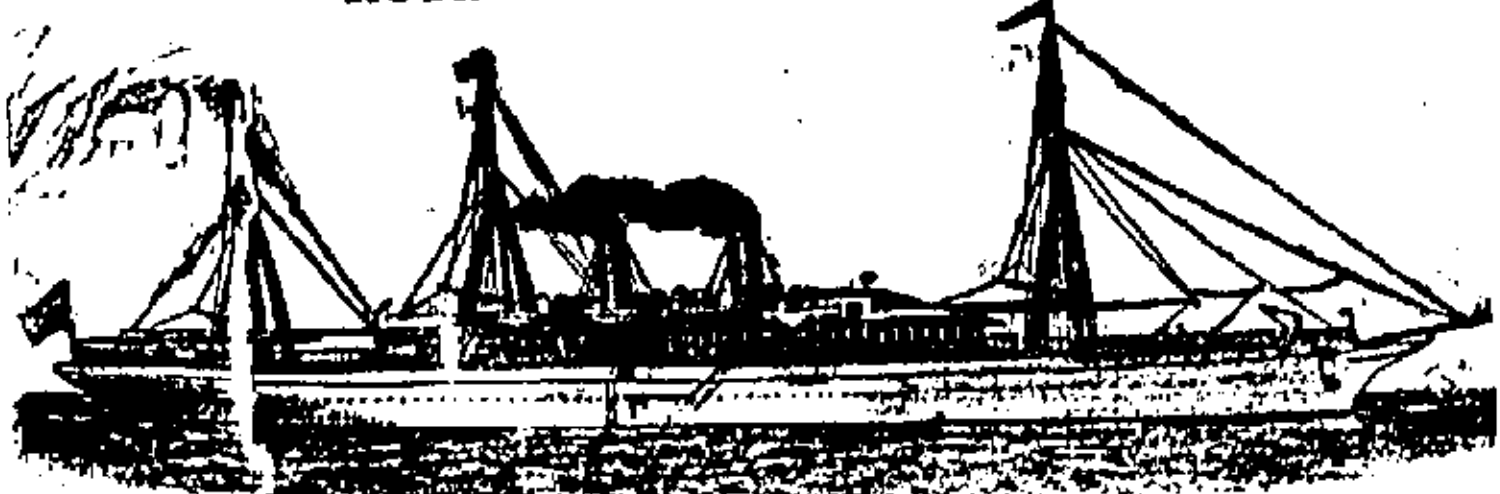
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	Coromandel G. M. MONTGOMERY, R.N.E.	About 7th October	Freight and Passage.
LONDON, &c.	Benal G. PHILLIPS	Neon, 8th October	See Special Advertisement
LONDON & ANTWERP, Via Suez, PANG, C. 100, AND PORT SAID	Jagan E. P. MARTIN, R.N.E.	About 13th October	Freight and Passage.
SHANGHAI	Banca J. B. FERROUSON	About 25th October	Freight only.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 4, 1904.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.
PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. ATHENIAN	3882 Tons.	WEDNESDAY, Oct. 12, 1904.
R.M.S. EMPRESS OF JAPAN <th>6000 Tons.</th> <th>WEDNESDAY, Oct. 19.</th>	6000 Tons.	WEDNESDAY, Oct. 19.
R.M.S. TAIYUAN <th>4425 Tons.</th> <th>WEDNESDAY, Nov. 2.</th>	4425 Tons.	WEDNESDAY, Nov. 2.
R.M.S. EMPRESS OF INDIA <th>6000 Tons.</th> <th>WEDNESDAY, Nov. 16.</th>	6000 Tons.	WEDNESDAY, Nov. 16.
R.M.S. EMPRESS OF JAPAN <th>6000 Tons.</th> <th>WEDNESDAY, Dec. 14.</th>	6000 Tons.	WEDNESDAY, Dec. 14.

Hongkong to London, 1st Class—Via St. Lawrence £60. via New York £82.
Intermediate on Steamers, " £40. " £42.

THE magnificent "EMPEROR" STEAMSHIP, passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B. C.) in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Government.
For further information, apply to D. W. CRADDOCK, Acting General Agent,
Pedder Street, Hongkong, September 21, 1904.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, Via SWATOW AND AMOY.	PRITHOJ, Capt. H. A. HALLIDAY.	SUNDAY, 9th Oct., at Daylight.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH, Capt. A. HANSEN.	WEDNESDAY, Oct. 12, at Daylight.
TAMSUI, Via SWATOW AND AMOY.	M. STRUVE, Capt. T. BRANDT.	SUNDAY, 16th Oct., at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.
For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA; For
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NICOMEDIA	4370	WAGNER	Oct. 10, 1904.
NUMANTIA	4370		Oct. 27, 1904.
ARABIA	4483	BARLE	Nov. 19, 1904.
ARAGONIA	5198	SCHULTZ	Dec. 13, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, September 26, 1904.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail.
TREMONT	9606	T. W. Garlick	About Oct. 7.
LYRA	4417	G. V. Williams	About Oct. 20

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Steamers and Tremont have just been fitted with very superior
Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to

QUEEN'S BUILDINGS,
Hongkong, September 24, 1904.

Dodwell & Co., Limited,
GENERAL AGENTS.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DAY
GLASGOW AND LIVERPOOL	JASON	14th October.
GLASGOW AND LIVERPOOL	AGAMEMNON	22nd October.
GLASGOW AND LIVERPOOL	PYRRIUS	27th October.
GLASGOW AND LIVERPOOL	YANTZSE	29th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON, AMSTERDAM AND ANTWERP	PATROCLUS	11th October.
* GENOA, MARSEILLES & LIVERPOOL—PANGUEY		22nd October.
LONDON, AMSTERDAM & ANTWERP—ACHILLES		25th October.
LONDON, AMSTERDAM & ANTWERP—ULYSSES		8th November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA YANTZSE, KOBE & YOKOHAMA		1st November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 3, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
YOKOHAMA AND KOBE	TAIWAN	7th October.
SHANGHAI	WANGSU	8th October.
MANILA	CHIRRI	11th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB URNE	TAIWAN	27th October.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila Direct	Oct. 8, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Oct. 15, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, October 1, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL

THE following Chartered Steamers will run at intervals of about 3 Weeks—

S.S.	SWANLEY	COURTFIELD	ORANLEY	IBRAL	ASCOOT	TREDDALE	LUTHIAN	INDEUM
Captain	J. P. DAWSON.	J. W. MARTIN.	W. E. SKEELE.	M. ROBERTSON.	C. E. COX.	T. M. MILNE.	J. G. WILLIAMSON.	E. S. FRASER.

The next departure will be the s.s. COURTFIELD, sailing from here on
SATURDAY, the 8th October, via Chin-Wan-Tao, taking Cargo for DURBAN.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 26, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN.	First half of October.	JAVA PORTS.	Second half of October.
TJILATJAP	JAVA.	First half of October.	JAPAN, VIA SHANGHAI	Second half of October.
TJUMAH	JAVA.	First half of November.	JAPAN, VIA SHANGHAI	First half of Nov.

The steamers are all fitted throughout with Electric Light and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through bills.

For particulars of Freight and Passage, apply to the

HEAD AGENT,
Java-China-Japan Lijn,
TELEPHONE No. 378, ALEXANDRA BUILDINGS,
Hongkong, September 24, 1904.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship
HAIMUN,
Captain Bosson, will be despatched for
the above Ports on FRIDAY, the 7th
Inst., at 11 a.m.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, October 4, 1904. 1806

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
LOONGSANG,
Captain G. S. WEISS, will be despatched
for the above Ports on FRIDAY, the 7th Inst., at
4 p.m.
This Steamer has superior Accommodation
for First-class Passengers, and is fitted
throughout with Electric Light and carries
a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, October 4, 1904. 1807



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship BENGAL, Captain
G. PHILLIPS, carrying His Ma-
jesty's Mail, will be despatched from
this for BOMBAY, on SATURDAY, the
8th October, at Noon, taking Passen-
gers and Cargo for the above Ports in con-
nection with the Company's s.s. India,
7,911 tons, from Colombo. Passengers' ac-
commodation in which vessel is secured
before departure from Hongkong.
Silk and Vanillas, all Cargo for France
and for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Arabia, due in London on the 21st Novem-
ber, 1904.
Parcels will be received at the Agency
until 4 p.m. the day before sailing. The
contents and value of all packages are re-
quired.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, September 24, 1904. 1744

REGULAR

STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	TO SAIL.	1904.
HINDUSTAN	About Oct. 10.	
ST HUGO	About Nov. 18.	

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, October 6, 1904. 110

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
AUSTRALIAN,
Captain Schaw, will be despatched as
above on SATURDAY, the 16th October,
at Noon.
This well-known Steamer is especially fitted
for Passengers, and has a Refrigerating
Chamber which ensures the supply of Fresh
Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To secure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in state-rooms.
For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, September 29, 1904. 1773

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
AUSTRALIAN,
Captain A. H. SCHAW, will be despatched
for the above Ports on SATURDAY, the
16th October, at Noon.

This well-known Steamer is especially
fitted for Passengers, and has a Refrigerating
Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.
This Steamer is installed throughout with
the Electric Light.
A duly qualified Surgeon and Stewardess
are carried.
N.B.—To secure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in state-rooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, September 19, 1904. 1705

SIR ROBERT HART'S
MEMORANDUM.

A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the China Mail. To be
had in pamphlet form at this Office.
Price 50 Cents.

Hongkong, July 4, 1904. 119

Shipping.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
NAMSANG,
Captain Gao Faywa, will be despatched as
above on TUESDAY, the 11th Inst., at
3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, October 4, 1904. 1809

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
CL VERBURN
Captain PARKER, will be despatched for
the above Port on or about TUESDAY,
the 18th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, September 12, 1904. 1674

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CAL-
CUTTA, BOMBAY, ADEEN, DUBOUI,
EGYPT, MARSEILLES, MEDITER-
RANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX.

Also
PORTS OF BRAZIL & RIVER
PLATE.

ON TUESDAY, the 18th October,
1904, at 11 a.m., the Company's
Steamship SALAZIE, Captain NIKER,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for
MARSEILLES, Via Ports of Call, WITHOUT
TRANSHIPMENT.

This Steamer connects at Colombo with
the Australian Line s.s. Colenden bound
for MARSEILLES via BOMBAY and ADEEN.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
Noon only on MONDAY, the 17th October.
Specie and Parcels received until 4 p.m.
on the same day. No Cargo will be re-
ceived on board on TUESDAY.
Parcels are not to be sent on board;
they must be left at the Agency's Office.
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

L. BRIDOU,
Acting Agent.

Hongkong, October 5, 1904. 1814

AUSTRIAN
LLOYD'S
STEAM
NAVIGATION
COMPANY.

STEAM FOR

FIUME AND TRIESTE Direct, Calling at

SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEEN, SUEZ AND
PORT SAID.

(Taking cargo at through rates to the
Brazilia, to SOUTH AFRICA, RED SEA,
BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship
TRIESTE
Captain MIRONOFF, will be despatched as
above on SATURDAY, the 29th Inst.,
p.m.

This Steamer has capital accommodation
for Passengers, Electric Light and carries
a Doctor.
For information as to Passage & Freight,
apply to
SANDER, WHEELER & Co.,
Agents,
Prince's Building.

Hongkong, October 4, 1904. 1810

STEAM TO CANTON.

THE new Twin Screw Steel Steamers
KWONG CHOW,
1,309 tons, Captain J. P. MARTIN.
KWONG TUNG,
1,238 tons, Captain H. W. WALKER.

Leave HONGKONG for CANTON at 3.30
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
5 o'clock Every Evening (Sunday ex-
cepted).

These fine new Steamers have unex-
celled accommodation for First Class
Passengers and are lit throughout by
Electricity.

Passage Fare—Single Journey—\$4.00
Meals \$1.00 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHEU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST.

Hongkong, February 18, 1904. 31

THE
HONGKONG
DOCKS.

A Record of the Founding
and Development of the
Hongkong and Wharves
Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price Fifty Cents.

To be had at the "China Mail Office"
6 Wyndham Street.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES
Reprinted from "The China Mail."
WITH AN APPENDIX.

To be had at the Office of this Paper,
Messrs. KERR & WALES, Ltd.,
And Messrs. J. B. BARNES & Co.,
Price 50 Cents.

Hongkong, July 4, 1904. 119

NOTICES TO CONSIGNEES.

BRITISH-INDIA STEAM NAVIGA-
TION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co

